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Hongkong, 2nd November, 1893.

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**DEATHS.**  
On the 27th November, 1, Queen's Gardens,  
Hongkong, of inflammation of lung, Francis Dods,  
C. M. Strazza, youngest child of Baron-Colonel A. E. P. P. Dods, aged 19 years, (3486).

On the 27th November, 8, R. Marwick,  
Chambers Imperial Maritime Customs Service, (3487).

**HONGKONG, NOVEMBER 23RD, 1893.**

of the soldiers' rifles. But in the delta  
of the Mekong, says Mr. Myres de Villes, public  
security is greater than it was under  
the Annamite Government, and offences  
against person or property are less nu-  
merous than in most European countries;  
if brigandage still lingers in the mountainous  
districts, it must be suppressed by an in-  
crease of watchfulness, by substituting a  
preventive for a repressive police, by opening up means of communication,  
and by repealing the districts which for  
centuries have been ravaged by Chinese  
vagabonds. The numerous cases of kidnap-  
ping of Europeans that have occurred, how-  
ever, show that even in what may be con-  
sidered fairly settled districts public security  
is not very firmly established. In course of  
time no doubt brigandage will be suppressed,  
but for the present it seems to be holding  
its own fairly well. The country, however,  
is undoubtedly making progress commer-  
cially and politically, and with its rich resources  
it has a great future before it.

The Portuguese gambler has arrived on Sun-  
day from Macao.

The P. & O. steamer *Malacca* left Singapore  
for this port on the 25th inst. at 5 p.m.

There were 1,863 visitors to the City Hall  
Museum last week, of whom 170 were Europeans.

The M. M. steamer *Yarra*, with the 2nd  
French mail, left Saigon on the 26th inst. at 4  
p.m.

It was reported in Hawick on the 18th inst.  
that the Vicerey Club-tang was seriously  
ill, and great anxiety was felt as to his condition.

The material for the electric lighting of  
Macau has arrived at that port, being taken  
over from Hongkong on the last voyage of the  
Yueheng.

The *Empress of Japan*, from Vancouver, ar-  
rived at Yokohama at 3 a.m. yesterday and leaves  
at 9 a.m. t-day for Hongkong via Kobe, Nag-  
asaki, and Shanghai.

As Dr. Macleod was able to give a certificate  
as to the cause of Mr. Palmer's death at Shang-  
hai the 21st inst. it has not been necessary  
to hold an inquest on the remains.

The Northern Pacific steamer *Maple* sailed  
from Victoria, B.C., on Friday morning, the  
24th inst., for Japan and Hongkong. The  
Tucoma, from Tacoma, Wash., and Victoria,  
B.C., has arrived at Yokohama and sailed yes-  
terday for Hongkong via Japau ports.

Two legal officials we were glad to see at  
work again yesterday. Mr. J. F. Evans of  
Wong Chai Hi died, and he was instructed  
by Mr. Grist, whose illness has recently necessi-  
tated the adjournment of two or three cases.

Mr. Hannigan Heaton, an interval, with a  
press representative in Singapore, made a  
strong speech on the character of some of the  
boats that the F. & O. Company put on this line.  
He also said the time had arrived for a weekly  
first class service of English boats between  
Ceylon and Shanghai, the speed to be fourteen or  
fifteen knots.

The band of the 1st Shropshire Light Infan-  
try will play the following programme at the  
Officers' Mess this evening, commencing at 8  
o'clock:—

Overture—"La Czarina" Rosini,  
Selection—"Euterpe" Williams,  
"Vesuvius Song" Suppe,  
"Romances of Benedick" Geoffrey,  
"Troika" Goliad.

The *Hyspa News* says:—Mr. Nakamura,  
formerly consul at Manila, who is still staying  
in Osaka, now contemplates establishing a  
trade company in Manila with a capital of over  
\$100,000 to export Japanese products to that  
island in view of circumstances. He is said to  
have outlined his plan with several of the  
principal merchants in the island who officially  
resident there, and the Governor of the island is  
understood to be interested in the enterprise.

Referring to the intention of the Chinese  
Government to establish lights at Cetin, Doda-  
ken, and Holloway, the *Corinthian Sailor* says  
that Messrs. Marti and d'Abbadie have  
offered to complete the scheme by a beacon on  
board the *Husk*, which the Company de  
Navigation Tokio has bought at Hongkong  
for the purpose of a coal and goods depot at  
Holloway. The *Bastio* is a sailing vessel of 500  
tons which was dismasted in a typhoon and sold  
at Hongkong.

Mr. Walker, the Dairy Farm Company's man-  
ager, who went down to Australia to select and  
bring back a number of cows, returned by the  
Adelaide yesterday, but out of twenty-two cattle  
experienced only one to the rough weather  
experienced coming up the China road, and  
was fatal to the remainder. We understand  
the dairy farm at Shanghai has been a  
success in breeding cattle from foreign stock.  
Would he send them for what they require that  
to such a distant market as Australia?

Norfolk has transpired as to the nature of  
the trouble that is supposed to have arisen.

## TROUBLE AT BANGKOK.

Some further trouble seems to be anticipated  
in connection with the Franco-Siamese affair.  
The *Swift*, which only arrived from Bangkok on  
Saturday, is under orders to return, and the  
Severn left last night. The *Brig* has also  
received orders for the same destination.  
Several other vessels are expected to follow, and  
great activity prevails at the Dockyard in  
connection with their fitting out.

Several Chinese gamblers are reported to be  
on their way to Bangkok.

Norfolk has transpired as to the nature of  
the trouble that is supposed to have arisen.

HONGKONG CORINTHIAN SAILING  
CLUB.

THIRD CLUB MATCH—PIERS' CLASS.

Course—From S. L. Pier, W. Huntingdon  
Bank, across the Coriochan mark to the South of  
Coriochan and No. 1 Dumbarton.

A race down to Coriochan has usually  
meant strong wind, reefs, and a ducking, but  
last Sunday this was anything but the case.  
At 10 o'clock there was a light easterly air and  
it looked like a dead run down to the island.  
A very pretty start was made, and with spinners  
over the port the boats ran almost by-and-by  
through the reef channel. *Dumbarton* and  
*Piers* had a little hulling match, which ended in the former  
who had started badly, getting past *Dumbarton*.  
*Dumbarton* and *Piers* dropped back behind *Petrel*, but the  
distance between first and last boats was very small.  
Off Green Island, the wind dropped calm  
but after a brief light breath from the  
N.W. W. was felt and *Dumbarton* got a big jib up.  
Both boats were running fast, but the reef  
channel was very tight in front of them, and  
there was the means of breaking down fire or fire  
native banks and nearly a dozen export and  
native hounds in sundries and native and foreign  
cotton cloths. The failure has been the means  
of causing the collapse of some twenty-five ships  
of various sizes in Hawick during the past four  
or five years.

An Adelaide telegram of the 25th October  
says:—The reports that have been so freely  
circulated of late concerning the wonderful  
golden reefs at Coogee, Western Australia,  
in some instances are having the usual  
exaggerated effect—so having the usual  
amount of exaggeration in the descriptions of a host  
of ignorant speculators in a pitch that can only  
be regarded as an episode of lunacy. The  
share in one of those Coogee reefs, originally  
at £2,100, and since split up, were  
sold yesterday at rates equal to £1,100 each.  
The boom at the present juncture is an al-  
most impossible one, as unless some means are hit  
upon for providing water, the field will have  
been entirely deserted within another two or three  
months, and will remain hopelessly closed until  
the next rainfall.

Mr. Thomas and Lady McIlwraith arrived  
yesterday by the *Auric* from Queensland, of  
which colony Sir Thomas was Premier, and  
was staying at the Hongkong Hotel. They  
had a son at Weymouth by the Empress of  
Russia to whom they gave birth to a son, 19 years, (3488).

Sir Thomas and Lady McIlwraith are ex-  
pecting a second child in January.

Mr. Ellis, who is to be the chief negotiator  
in the conference to be held between the Com-  
monwealth and the representatives of the Aus-  
tralian colonies to be held at the Corinthian  
Sailing Club, has received a copy of the  
document from his side on this subject, and  
will be found in another column. The Sydney  
*Press* refers to the departure of Sir  
Thomas McIlwraith as follows:—An interest-  
ing document from his side on this subject  
will be found in another column. The Sydney  
*Press* refers to the departure of Sir  
Thomas McIlwraith as follows:—It will be a  
matter of regret in all of the colonies that the  
condition of Sir Thomas McIlwraith's health  
does not permit him to resign the Premiership of Queen-  
land to go on a journey to recover health  
and strength. Owing to the unwillingness of  
Sir Thomas to leave the Ministry, Sir  
Thomas will, it is understood, remain in the  
position of Minister of Industries during his  
vacation, and the re-appointment of the Aus-  
tralian colonies to be held at the Corinthian  
Sailing Club, which will be decided by the  
interested members of the Sailing Committee.

SECOND CLASS.

Course—from S. M. Pier, round the  
white fairway buoy, West Mindfull buoy,  
Kowloon Rocks, and Channel Rocks, leaving al-  
most astern.

The wind was light and variable to Kowloon  
Point, where to Channel Rocks, light and steady  
the rest, and good (strength about 4) to  
finish.

The start was made at 11.05, and the following

are the times of rounding the marks and finish-  
ing.

West Mindfull buoy... 9.45 12.45

Channel Rocks... 2.17 3.00

White Fairway... 1.00 4.00

Score... 8.30 14.00

1st class. 2nd class.

Piers... 1st. 2nd.

Dart... 1st. 2nd.

Ladybird... 1st. 2nd.

Petrel... 1st. 2nd.

2nd class.

1st class. 2nd class.

2nd class. 1st class.



